

## THE EVENING FARMER

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MONDAY, SEPTEMBER 20, 1909.

## PRESIDENT TAFT'S

## TARIFF SPEECH

Before starting on his tour, President Taft promised to deal with the tariff question when he reached the Middle West, the home of most of the "insurgents" who voted against what he calls the Payne tariff bill but which should be called the Aldrich bill, for under the Rhode Island Senator's management, over 800 changes were made in the bill as it left the House. The President fulfilled his promise at Winona, Minn., in the district of Representative Tawney who is under severe criticism from his constituents for having supported the Aldrich tariff bill. It is a rather significant fact that the President's audience greeted his statements with but "a small show of enthusiasm." The more important of those statements were, in substance:

That tariff revision downward was needed, because the Dingley rates might have become greater than the difference between the cost of production abroad and here.

That "the danger of excessive rates was in the temptation they created to form monopolies in the protected articles," which would allow unreasonably high prices, this being exactly what has occurred.

That the object of tariff revision was to continue protection at lower rates, sufficient, however, to prevent foreign competition—a rank absurdity, for nothing less than actual or apprehended competition would induce the monopolies to reduce their prices.

That the new tariff makes "a substantial downward revision on articles entering into general consumption," which assertion is contradicted by the subsequent statement in the same speech that the high cost of living "has not been produced by the tariff"—therefore, cannot be and is not reduced by it.

That the wool schedule "is too high and ought to have been reduced," because it represents "considerably more" than the difference in the cost of production here and abroad, but could not be reduced because the wool growers and the woolen manufacturers combined against reduction. The President had evidently forgotten this statement when he afterward declared in substance that the tariff had no share in advancing the cost of living. Lapses of memory are really necessary to arguments in support of the new tariff.

That the new tariff "is the best that the Republican party ever passed," which is slightly true, for it does make a few reductions, but they were made not by choice but by compulsion and conceded only after most determined resistance.

That there are reductions in the iron schedule, made "to reduce excessive rates." As Mr. Carnegie had said that the iron and steel industry needed no protection at all but was able to compete in foreign markets, the retention of any duties at all is simply affording an opportunity of exacting higher prices than such as would give "a reasonable profit."

That while "it is saying that the tariff does not increase prices in clothing and in building and in other items that enter into the necessities of life," the "recent increase in the cost of living has not been due to the tariff." In other words, while the tariff increases the cost of clothing, rents and "other items," the tariff does not increase the cost of living. Possibly, the reader may be able to harmonize the two assertions—the writer cannot.

That the Republican members of Congress who voted against the new tariff, should not be criticized, because "it is a question for each man to settle for himself." This really should have debarred the President from criticizing the wool schedule, for each of those who supported it, was settling the question for himself and his district, and made his action effective through the "log rolling" process.

That the interest of the Republican party solidarity was "much more important than the reduction of rates in one or two schedules." Evidently, the President is more partisan than he had supposed, for in balancing party warfare against the people's interest he openly gives preference to the former.

That "the inquisitorial provisions" of the corporate income tax "will bring under Federal supervision more or less all the corporations of the country" and will supply "the means of obtaining supervision over corporate methods."

That "the legislation needed in the improvement of our interstate commerce regulation and in making more efficient our anti-trust law" is needed "to clinch the Roosevelt policies" by which corporations and those in con-

trol of them shall be limited to a lawful path and shall be prevented from returning to those abuses which a recurrence of prosperity is too apt to bring about." This is about the usual perfunctory reference to the Roosevelt policies. It makes their carrying-out dependent upon Congressional action which will not, it is safe to predict, be forthcoming, and which is quite possibly not expected by the President, if indeed desired.

That the province of the new Tariff commission covers "the operation of foreign tariffs upon American exports and upon the operation of the U. S. tariff upon imports and exports," also "ascertainment of the cost of production of articles abroad and the cost of production of articles here." This commission, he adds, "has no brief for either side in respect to what rates shall be." It is clearly a much wider field of action than Congress intended, wider in fact than the letter of the clause creating the commission.

That "the tariff revision" will probably not be undertaken during the present Administration—that is, not before 1912.

In this speech was intended to silence criticism of the new tariff, and to reconcile the Middle West "insurgents" to its many increases and its scant reductions, it will not effect its purpose. President Taft talked very plainly, but not convincingly nor always consistently. The speech is, in many respects, a disappointment.

ROBBER CAUGHT  
DID TIME HERE

WILLIAM J. ALTY WORKED FOR  
NEW HAVEN ROAD IN THIS CITY  
AND LATER SENT UP FROM  
DANBURY.

New Haven, Sept. 20.—A bold attempt to pick a pocket on the train platform at Union station last night succeeded momentarily, only to be frustrated by the fact that the victim awoke to the situation in time to see the man getting away with his purse, containing the sum of \$4.47. Rudolph Prokuek, of North Branford, was the intended victim, but he so turned his opponent's flank that he landed him in the police lockup facing a charge of theft from the person in a short time.

Prokuek was about to board the train when he felt his purse being drawn from his back hip pocket, and he turned around quickly. As he did so a man started to run as fast as he could, and Prokuek started in pursuit, calling out loudly at the same time.

The shouting attracted the attention of Patrolman Thomas Doshan and also Special Railroad Officer Petrelli, and the two joined the chase. The man threw the purse away, but Doshan saw this and recovered it later.

Officer Petrelli, in pursuing the man, fired his revolver into the air, and just as he did so someone else threw a stone, which struck the thief in the leg. He thought he had been hit by the shot and fell to the ground, and before he could recover himself the officers had him.

When arraigned before Sergeant Tighe the young man said he belonged in New York and gave his name as William A. Harvey. Later he told the detectives what is believed to be his correct name, William J. Alty. He said he was born in Montreal and that he came to this state a couple of years ago. He worked, according to his story, for the railroad in the freight department at Bridgeport and was discharged following a row with the head of the department. He then worked for a time with the Merchants Transportation company in that city and about fair time last year he said he went to Danbury. He admitted being arrested there for an attempt to pick a man's pocket and said he served three months plus costs at the Fairfield county jail, being released on January 8 last. Then he went to St. Louis and declared he had just come back to Bridgeport last week and to this city Saturday morning.

He said he had no money, finally telling the police, according to their story, that he had taken Prokuek as an easy mark. In his memorandum Alty had a list of the various New England fairs.

CASTORIA  
For Infants and Children.  
The Kind You Have Always BoughtBears the Signature of *Dr. J. C. Fitch*Harry Whitney Writes  
Letter to Mother

Some slight news from the far north was received in New Haven Saturday, when Mrs. Stephen Whitney, mother of Harry Whitney, arrived home from her summer stay at East Harbor, Maine. Mrs. Whitney, shortly before starting for home, received a letter from her son which contained some news regarding what he had learned and the experiences through which he had been, some of which are quite interesting, although the references to Dr. Cook are very brief.

The letter says that Harry met Dr. Cook on the latter's way home. The meeting of Dr. Cook and Whitney took place April 18 last. The letter gives an interesting account of the meeting of the two friends in the ice fields, but absolutely no mention of the pole is made. The reference to Dr. Cook is brief. Whitney says that Dr. Cook had pretty far north, but does not hint that he had reached his goal. No mention is made of any ill treatment on the part of one of Henry's men in a supply depot at Anaktok and there was nothing in the letter to show that Whitney had anything but a successful hunting trip. The letter was mailed at Lerwick, Labrador, a month after the meeting of Cook and Whitney.

Suicide of Insurance  
Man in Middletown

Middletown, Sept. 20.—John J. McIntyre, an insurance agent was found dead in a shed last night in the rear of his home here with his throat cut. The case was one of suicide. McIntyre was about 40 years old and is survived by a widow and two children.

It is an excellent plan to keep a piece of charcoal in the refrigerator. It will do a great deal toward keeping it free from unpleasant odors.

## Royal Gold Cream

BEST FOR THE COMPLEXION

Atlantic Hotel Pharmacy.

EFFECT OF NEW  
AUTOMOBILE LAW  
OPINION OF ATTORNEY  
GENERAL M. H. HOLCOMB

Under 1907 Law, License  
Expired With Sale of  
Machine

BUT UNDER THE ACT OF 1909 IT  
CONTINUES

Since the passage of the new law regarding the registration of automobiles, the fees and length of time in which the license was in force, the question has been very frequent as to whether or not the license on an old machine is continued after its sale on a new machine. To get a definite opinion on the matter State Secretary Matthew H. Rogers has asked the question of Attorney General Marcus H. Holcomb. The latter's reply is as follows:

Hartford, Sept. 17, 1909.  
Hon. Matthew H. Rogers, Secretary.  
Sir:—You submit the following question:

"Is the owner of a motor vehicle who has registered the same previous to September 1, 1909, on transfer of said vehicle, and the filing of a new application, and the payment of the proper fee, entitled to a registration for the remainder of the calendar year, as provided in section 2, of Chapter 211 of the Public Acts of 1909?"

Registrations prior to September 1, 1909, were made under Chapter 221, of Public Acts of 1907, section 6 of which provided that "upon the transfer of ownership of any motor vehicle its certificate of registration shall expire."

The registrations under that act extended for one year from the date of issue, and the registration fee was \$3.50 or \$4 depending upon the horse power of the vehicle.

Chapter 211 of the Public Acts of 1909, which went into effect September 1, 1909, superseding the 1907 act, made every registration terminate on December 31, of each year, and the fees for registration under that act, as amended by Chapter 284 of the Public Acts of 1909, are very materially increased, and the owner of a registered vehicle selling the same can have another vehicle registered in his name for the balance of the calendar year, and is not thereby required to pay any further registration fee except to the extent the substituted machine may exceed in horse-power the one sold.

There are other material differences between the two statutes, and the General Assembly has provided that registrations under the 1907 act should have the benefit of substitution in case of transfer of ownership of a registered vehicle and there is nothing in the 1909 act to indicate that the General Assembly intended that it should be retroactive.

In my opinion, given you under date of August 23, 1909, I said that, in my opinion, registrations issued under the 1907 act were not terminated by the 1909 act, and that the provisions regarding registration in the 1909 act were limited to registrations under that act.

I am of the opinion that an owner of a vehicle which he caused to be registered when the 1907 act was in force, upon sale of same, cannot substitute another vehicle under the 1909 act. He must register the new machine under the 1909 act and pay the registration fee specified in Chapter 284 of the 1909 Public Acts.

Respectfully,  
M. H. Holcomb, Attorney General.

## HEALTH AND BEAUTY AID.

Cosmetics and lotions will not clear your complexion of pimples and blotches like Foley's Ointment. For indigestion, stomach and liver trouble, and habitual constipation. Cleanses the system and is pleasant to take. F. B. Brill, local agent. \*135

## THE MODERN COUNTRY FAIR

The Danbury Fair Has a Warm Place in Popular Affection.

The real country fair with its mammoth pumpkins, prize cattle and good old-fashioned "hoss trots" still has a place in popular affection, and thousands upon thousands of visitors always attend the Danbury Fair, which is the largest and most successful of the numerous similar exhibitions held in Connecticut every fall. The farmers have just completed their harvest work and they make a merry holiday of the season at the Danbury Fair, and the cities of Connecticut and the southeastern part of New York State send great crowds to join in the sport. Danbury makes a carnival week of it, and the streets are gay with flags and bunting by day and ablaze with illuminations at night.

There will be more and sleeker cattle and bigger pumpkins and rosier apples this year than ever before. Its dog show, which is one of the biggest in the country, gives it national distinction and countless other attractions give its visitors a diversity of entertainment. Automobiles valued at \$500 are daily parked on the green opposite the grand stand and make one of the most interesting sights on the grounds. The Midway is a delightful promenade on a small scale, and the exhibition buildings and tents make an industrial show worth seeing.

The Fair Grounds, which are two miles out of the city, are framed in border of hills which rise in every direction and in their dress of autumn foliage make as pretty a picture as can be found anywhere in Connecticut. In this natural amphitheatre thousands of people gather on the principal days of the show, and there are almost countless attractions to amuse them. Two huge tents and a large exhibition building contain the industrial and domestic exhibit and the farm produce. Seven hundred dogs are on display in the kennel show, and more than two thousand chickens are exhibited in the poultry building. Outside the main grounds, five hundred different shows and bazaar bid for the patronage of the crowds. Two large military bands give morning and afternoon performances. The show is a continuous in sight of the ten thousand people who through the grand stand. An acre of space is devoted to the machinery in motion, and several acres are devoted to the horse and cattle show buildings. On the track there are trotting, pacing and running races, with horse and automobile parades between times. With all its attractions, this modern country "fair and cattle show" is an institution of considerable magnitude.

Samuel H. Rundle is president of the Danbury Agricultural Society, under the auspices of which the fair is given. The other officers are: Vice president, H. H. Vreeland of New York; secretary, G. Mortimer Rundle of Danbury. The other members of the board of directors are: James W. Foster, Nathan T. Buckley and N. Burton Rogers of Danbury; George T. Putney, of New York, and Frank Wells, of Brewster, N. Y.

The dates of the Danbury Fair this year are October 5, 6, 7, 8 and 9, and excursion trains will run direct to the grounds from New York, between the Hudson and Connecticut rivers, and the Massachusetts State line and New York city.

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Choice locations on the lines of the new factories now building.

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Welles Place, south of Hard's corner.

River front, west of Washington bridge.

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